

# **I. Executive Summary**

## **Introduction**

This report summarizes the final results of the US Highway 89 (US 89) Corridor planning process and presents recommendations regarding the management and development of the future corridor transportation system.

The study area comprised the 27-mile segment of US 89 between the Idaho-Utah state line and east city limit of Montpelier. The largest activity centers along the corridor are the city of Montpelier and, in the summer months, the Fish Haven area. Other activity centers are the rural communities of St. Charles, Bloomington, and Paris. US 89 provides connections to Utah to the south and Wyoming to the north, as well as the major intersecting roads of State Highway 36 in Ovid and US 30 in Montpelier. Due to the rural character of the study area, there is no transit service. Bicycle and pedestrian facilities are limited, with the only pathway extending from just south of the Idaho-Utah state line into Utah and sidewalks adjacent to US 89 in Paris and Montpelier. Other modes of transportation within or nearby the study area include a Union Pacific rail line, a public and a private airport, two high-power transmission lines, and the navigable waterway of Bear Lake.

The study was organized according to the following major tasks:

- I. Identification of Existing Transportation, Land Use, and Environmental Conditions
- II. Identification of Future Transportation and Land Use Conditions
- III. Establishment of Corridor Goals and Objectives
- IV. Development of Management Strategies and Improvement Options
- V. Identification of Recommended Management Strategies and Improvements
- VI. Preparation of Corridor Plan Document

## **Public Involvement**

The public involvement program was designed to provide a framework to create a collaborative environment that encouraged input and participation by local stakeholders. The goal was to ensure the corridor plan addresses all of the issues and has broad community understanding and support.

Some of the key issues identified through the public involvement program were:

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- Traffic conflicts and general congestion in the Fish Haven area during the peak summer recreational months;
- Need for a bicycle facility between the Utah state line and St. Charles;
- Need for bypass around the Fish Haven area;
- Narrow shoulder widths within several segments of the corridor, including the Utah state line to St. Charles and Paris to Ovid Corner;
- Weather-related driving problems between Paris and Ovid Corner;
- Limited sight distance at a number of intersections along the corridor;
- Safety problems and driver confusion at Ovid Corner caused by poor configuration of the US 89/SH-36 intersection; and
- Speed limits too high in several areas between Utah state line and Paris.

The program was integrated into the corridor planning process and designed to solicit input at key steps.

Corridor Planning Process	Public Involvement Program
Issue Identification	Stakeholder Interviews Public Open House #1 Task Force and TAC meeting
Existing and Future Conditions	Newsletter #1 Public Open House #2 Task Force and TAC meeting
Corridor Purpose and Goals Preliminary Strategy and Improvement Options	Task Force and TAC meeting
Recommended Strategy and Options	Newsletter #2 Public Open House #3 Task Force and TAC meeting
Draft Corridor Plan	Task Force and TAC review

There were two advisory groups established to review and comment on the work products at key decision points. Each group met individually or in a combined setting at the major milestones of the corridor planning process.

A **Technical Advisory Committee** (TAC) consisted of county and city planning and public works staff, federal and state resource agency staff, FHWA representatives, and ITD staff.

A **Task Force** was formed of locally elected and appointed officials and representatives from other community organizations.

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As part of the issue identification phase of the US 89 corridor plan, a series of fourteen (14) stakeholder interviews were conducted in-person and by telephone to gain local insight and experience with the current conditions and problems along the corridor.

The core opportunity for public participation in the corridor planning process was three public meetings. The meetings were held in an open house format to present and discuss issues and the major findings of the corridor planning effort. The open house format included individual topic displays with ITD and the consultant team staff on hand to answer questions. The displays were supported by informational handouts and feedback questionnaires. The following public meetings were held:

### **Open house #1** (June 25, 2002)

- Announce the start of the study;
- Explain the study process and schedule;
- Provide information about opportunities and format for public input; and
- Identify corridor issues.

### **Open house #2** (July 1, 2003)

- Review existing and future conditions;
- Review land use and socio-economic profile; and
- Review environmental scan.

### **Open house #3** (May 18, 2004)

- Review Statement of Purpose, Corridor Goals, and Screening Criteria;
- Review recommended improvement options;

Newsletters were the primary vehicle for summarizing the technical information and announcing upcoming public meetings. The newsletters were distributed through a combination of direct mail and drop-off points (such as government offices, community centers, libraries, and schools). In addition, media releases were used to announce upcoming public meetings.

A website was used to post project updates, meeting announcements and summaries, technical reports, maps, and newsletters for downloading. Electronic files of all work products and reports were produced for posting on the website.

### **Purpose and Need, Goals, Objectives, and Evaluation Criteria**

The purpose of the US 89 transportation corridor between the Utah state line and the city of Montpelier, Idaho is to function as a transportation facility for current and future travel demands. This segment of US 89 is part of a major route that stretches from Mexico to Canada. Demands on US 89 include serving the needs of travelers who use the corridor for long-distance through-travel; serving the transportation needs of residents and communities along and near the corridor that rely on the corridor for local and regional commuting to and from jobs, shopping, schools and other routine activities; and serving the needs of an increasing number of people who come to the area to recreate. In travel-demand terms this comprises three types of trips:

- Internal trips, such as trips between the cities of Paris and Montpelier;
- Internal-external and external-internal trips, such as the large number of trips between locations in the state of Utah and the Bear Lake area in the south part of the corridor; and
- Through trips, which are an important component of travel along US 89, since it is a major multi-state recreational route.

The purpose of the corridor plan was to determine existing and future needs, identify and analyze alternate management practices and project improvements, establish corridor goals and objectives, and to adopt recommended management strategies and improvements for all transportation modes in order to address the identified existing and future transportation needs that were forecasted to develop in the next 20-year time period

Existing annual average daily traffic (AADT) volumes were found to range from roughly 1,000 to 8,500 vehicles per day (vpd) along the corridor. Because of the large component of recreational traffic carried on US 89 during the summer months, substantial seasonal variation in average daily traffic volumes was observed and measured. This variation ranged from volumes three times higher in the summer than the winter near Paris to six times higher just south of the Fish Haven area in Utah. Forecasts of future traffic growth along the corridor were projected to be the highest in the Bear Lake area, located in the southern segment of the corridor, where volumes were forecasted to roughly double by 2025.

The need for this corridor plan is based on the expected growth, and the requirement to plan for its orderly accommodation in all modes of transportation.

The information on existing and future transportation and land use conditions was used to establish a set of corridor goals and objectives that will be used to guide future

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management actions regarding the corridor. The goals describe, in broad terms, desired outcomes to be achieved in implementing the corridor plan. For each goal, there are related objectives which define more specifically how the goals are to be accomplished.

Evaluation criteria related to the goals and objectives were also established for use in screening the management strategy and improvement options to be developed. The criteria provide a means for estimating how well a particular option will do in meeting the goals and objectives relative to other options.

Review and comment on the goals, objectives, and evaluation criteria were provided by the ITD Management Team, study advisory committees, and members of the public. The final set of goals included:

- Goal I. Maintain Mobility
- Goal II Enhance Safety
- Goal III Enhance Livability
- Goal IV Minimize Cost
- Goal V Distribute benefits and Impacts Equitably

## **Recommendations**

The recommendations listed below are based on the study findings as well as input received from the study advisory committees , ITD Management Team, and members of the public.

1. Incorporate the specific recommended improvements described in Section V. into future ITD Statewide Transportation Improvement Programs (STIPs).
2. Implement the recommended improvements as resources allow.
3. Obtain funding for the recommended improvements from all available existing and potential future funding sources.
4. Minimize the capital cost of transportation facilities, including the preservation of rights-of-way prior to project development.
5. Conduct more detailed feasibility and design studies as needed prior to implementation of the recommended improvements.
6. Implement the recommended improvements in a manner that avoids or minimizes:
  - Adverse impacts to the natural environment;
  - Land use displacements;
  - Impacts to historic, cultural, and institutional resources; and

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- Right-of-way needs.
7. When possible, improve shoulder width deficiencies to design standards at the same time other improvements are made.
  8. Accommodate alternative mode improvements within roadway improvements whenever possible.
  9. Avoid the installation of traffic signals in rural areas wherever possible.
  10. Plan and control access to US 89 for both new and existing uses according to:
    - IDAPA 39.03.42, titled “Rules Governing Highway Right-of-Way Encroachments on State Rights-of-Way
    - Administrative Policy A-12-01, titled “State Highway Access Control”
    - “Access Management: Standards and Procedures for Highway Right-of-Way Encroachments”
  11. Develop an access management plan for the portion of US 89 extending from the Utah state line to St. Charles. The plan should consist of a report and map establishing desired access outcomes that address both existing and potential future access problems. It should include detailed analyses of existing land use and traffic conditions, roadway geometrics, and site access that can be used for the development and evaluation of access alternatives.
  12. Establish interagency agreements to coordinate land development and access management and define the roles and responsibilities of all involved agencies.
  13. Construct shared-use path for pedestrians or bicyclists according to the *US 89 Pathway Reconnaissance Study*,<sup>1</sup> particularly in the area between the Utah state line and Minnetonka Cave Rd.
  14. Construct pedestrian facilities where warranted at points of development such as rural communities or local businesses or in recreational areas that result in pedestrian concentrations near US 89.
  15. Consider impacts to the transportation system when reviewing land use plan amendments, rezones, and development proposals.
  16. Update the corridor plan as conditions change or at least every five years.

## Recommended Improvements

The identification of short- and long-range improvements followed a structured process. In the first step, preliminary improvement options were developed to address each of the

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<sup>1</sup> Idaho Transportation Department, *US 89 Pathway Reconnaissance Study*, (2005).

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transportation deficiencies. The preliminary improvement options were reviewed by the ITD Management Team for reasonableness and consistency with ITD policies.

Following this, the options were evaluated using the screening criteria described in the previous section. The draft recommended improvement options were reviewed by the Management Team and then presented for discussion with the study advisory committees and members of the public. The input received was incorporated by the Management Team in identifying the final recommended improvements.

A summary of the larger recommended improvements is provided in the table below.

### Summary of Recommended Improvements

Location	Improvement
<b>SEGMENT 1</b>	
<b>Utah State Line to Minnetonka Cave Rd.</b>	
<i>Short-Range Improvements</i>	
Utah state line – Minnetonka Cave Rd.	Construct shared-use pathway on west side of US 89.
Utah state line – S. of St. Charles	Widen shoulders to 6'.
Utah state line - N. Fish Haven	Construct continuous two-way center turn lane between Fish Haven Creek and N. Fish Haven.
Utah state line - N. Fish Haven	Provide scenic pull-outs.
Lake West Blvd., Loveland Ln., Fish Haven Canyon Rd.	Construct left- and/or right-turn lanes.
Fish Haven commercial area	Construct off-street shared-use paths and pedestrian crossing improvements.
North Beach Rd.	Construct left- and right-turn lanes with continuous two-way center turn lane between North Beach Rd. and Minnetonka Cave Rd.
Minnetonka Cave Rd.	Construct left- and right-turn lanes.
<i>Long-Range Improvements</i>	
Loveland Ln., Fish Haven Canyon Rd., Fish Haven Cemetery Ln.	Construct left- and/or right-turn lanes.

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### **Summary of Recommended Improvements (cont.)**

<b>Location</b>	<b>Improvement</b>
<b>SEGMENT 2</b> <b>Minnetonka Cave Rd. to Paris S. City Limits</b>	
<b><i>Short-Range Improvements</i></b>	
Bloomington Canyon Rd.	Construct right-turn lane.
E. 2nd North St. - Ovid Corner	Widen shoulders to 10'.
Church Farm Rd., Wallentine Rd.	Remove or decrease vertical curve.
Lanark Rd.	Construct left-turn lane, remove or decrease vertical curve.
<b>SEGMENT 3</b> <b>Paris S. City Limits to Ovid Corner</b>	
<b><i>Short-Range Improvements</i></b>	
Lanark Rd. – Ovid Corner	Construct passing lanes.
Ovid Creek Bridge (s.)	Widen bridge.
Ovid Corner	Realign SH 36 to "T" into US 89, construct left- and right-turn lanes.
<b><i>Long-Range Improvements</i></b>	
E. 2nd North St.	Construct right-turn lanes.
<b>SEGMENT 4</b> <b>Ovid Corner to Montpelier E. City Limit</b>	
<b><i>Short-Range Improvements</i></b>	
Ovid Corner - Cutler Ln.	Widen shoulders to 6'.
Ovid Creek Bridge (e.)	Widen bridge.
West of Bern Rd. - West of 12th St. Overpass	Widen shoulders.
4th St./Clay St.	Construct right-turn lanes.
Washington St./4th St. - 4th St./Clay St.	Construct sidewalks.
<b><i>Long-Range Improvements</i></b>	
4th St./Clay St.	Install traffic signal, when warranted.

The recommended improvements presented above are an important element of the Corridor Plan to achieve maximum efficiency and effectiveness for future corridor uses. Another important element for achieving this goal not related to physical improvements



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in the corridor is the establishment of an access management strategy for the corridor. The establishment of and adherence to a sound access management strategy can minimize the need for costly future improvements, while preserving the primary function of the corridor.

The findings from the transportation and land use analyses indicated that access management measures would be the most beneficial along the US 89 corridor in the Bear Lake area, where most of the existing access problems are concentrated. Without improvements, these deficiencies will likely worsen in the future as traffic volumes increase and development expands into the area between Fish Haven and St. Charles. Measures to address existing access deficiencies in this area may include continuous two-way center turn lanes, turn lanes, shoulder bypasses, acceleration/deceleration lanes, reconstruction, relocation, or closure of driveways, and consolidation of accesses. Measures to ensure adequate access for future development may include specific development requirements, elimination of left-turn ingress and egress at driveways, provision of alternative access roads, and construction of frontage roads.

Decisions about which access management measures should be used to address existing and future access needs within the Bear Lake area and the specific locations where they should be applied should be made within an access management plan.

## **Findings**

### **Existing Transportation Conditions Analysis**

The identification of existing transportation conditions involved the preparation of an inventory of transportation system characteristics and the determination of existing deficiencies. The term “deficiency” refers to a transportation condition that does not meet ITD standards and/or limits the safe and efficient use of the transportation system. For the highway system, deficiencies were broken down by the categories of capacity and level of service (LOS), traffic operations, safety, and geometrics.

With regard to roadway level of service, a deficiencies analysis was performed for both roadway segments and intersections. The only existing deficiency for roadway segments is between Lanark Rd. and Ovid Corner, where level of service (LOS) “C” exists. This segment accounts for roughly 7% of the total lane miles and 7% of the total vehicle miles traveled (VMT) along the corridor.

The intersection level of service analysis indicated that a LOS deficiency existed on the eastbound approach of Washington St./4<sup>th</sup> St. At the time the analysis was performed, however, this was an unsignalized intersection. Since then, the intersection has been signalized, so that this deficiency should have been eliminated.

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Traffic operations deficiencies were identified for two-lane segments where there are inadequate passing opportunities and intersections where turn lanes are needed. The only deficiency for roadway segments occurs between Lanark Rd. and Ovid Corner. This deficiency also contributes to the level of service deficiency at this location described above. Left- or right-turn lane deficiencies exist at over half of the intersections that were analyzed. Both left- and right-turn lane deficiencies exist at the intersections of US 89/Lake West Blvd., US 89/North Beach Rd., and US 89/Minnetonka Cave Rd.

A number of comments were received from study committee members and the public regarding the congestion and frequent driveway traffic conflicts in the Bear Lake area, particularly in the peak summer recreational periods. Field survey indicated that much of this problem may be related to the lack of turn lanes and substandard driveway spacing in this area.

Safety conditions were also analyzed for both roadway segments and intersections. Based on ITD's High Accident Location (HAL) system, there are no high accident segments or intersections along US 89 within the study area. Accident rates were also calculated. The only segment with an accident rate higher than the statewide average is the 4<sup>th</sup> St. – Clay St. segment. This segment accounts for roughly 1% of the total lane miles and 4% of the VMT along the corridor. Washington St./4<sup>th</sup> St. is the only intersection with an accident rate higher than the statewide average. The potential safety need at this location may have been at least partially addressed by the signalization improvement described above, however.

A frequently reported safety concern is the poor intersection configuration at Ovid corner. Although neither of the two intersections at this location are classified as high-accident locations and both have accident rates lower than the statewide average, field survey confirmed that intersection sight distance deficiencies exist at both intersections. A refinement analysis of the Ovid/US 89 intersection was performed to identify possible improvement options. The complete results of the analysis are contained in the *Ovid Corner Refinement Analysis Study*<sup>2</sup>.

Geometric deficiencies for roadway segments were identified by comparing existing lane and shoulder widths to ITD standards. Lane widths exceed the standard for all segments along the corridor. Shoulder width deficiencies were identified, however, for the following segments:

- Idaho-Utah state line to St. Charles south city limit;
- Lanark Rd. to the Ovid Creek bridge (south);

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<sup>2</sup> Idaho Transportation Department, *Ovid Corner Refinement Analysis Study*, (2005).

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- Ovid Creek bridge (south) to Cutler Lane; and
- West of Bern Rd. to the 12<sup>th</sup> St. overpass in Montpelier.

Overall, shoulder width deficiencies exist for 43% of the total lane miles along the corridor and 45% of the total VMT.

Intersection geometrics were analyzed with regard to intersection and stopping sight distances and the widths and approach grades of the minor intersecting roads. Sight distance deficiencies were identified at the Church Farm Rd. and Wallentine Rd. intersections, as well as both of the intersections at Ovid Corner. Minor roadway width and approach grade deficiencies also exist at several intersections.

Comparison of existing bridge widths to ITD standards indicated that both of the Ovid Creek bridges have inadequate widths.

ITD policy requires that bicycle and pedestrian facilities be considered along recreational routes. Based on the existing bicycle travel demand, not only in the Fish Haven area but along the entire corridor, some type of bicycle facility is needed. Pedestrian facility deficiencies also exist within the commercial areas of both Fish Haven and Montpelier.

No existing deficiencies were identified for other transportation modes.

### **Future Transportation Conditions Analysis**

Travel demand forecasts were required for the determination of future transportation system needs along the corridor. A key element in the development of the forecasts were estimates of 2025 population, employment, and housing units for a system of transportation analysis zones (TAZs) for the study area. Growth rates for each TAZ were calculated to determine the most appropriate forecasting method to be used. To the north of Bear Lake, it was determined that future growth rates will be similar to historical rates, so that historical traffic growth rates could be used for the forecast. In the Bear Lake area, however, future growth rates were expected to exceed historical rates. Therefore, a detailed traffic model was created to forecast traffic volumes in this area.

The 2025 traffic forecasts were used to perform a future LOS analysis for a “No-Build” network scenario following the same methodologies described for the existing conditions analysis. The results of the analysis showed a general degradation in LOS along the roadway segments to the south of North Beach Rd. and maintenance of existing levels of service along the remainder of the corridor to the north. Despite the lower levels of service in the Bear Lake area, the only additional segment falling into the deficient category will be the southbound segment of US 89 between the northern boundary of Fish Haven and Fish Haven Creek. This indicates that while traffic volumes will

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increase, there will generally be enough reserve capacity within the existing system to adequately accommodate future travel demand.

All of the study area intersections will operate at or above the level of service standard for 2025, with the exception of 4<sup>th</sup> St./Clay St. in Montpelier. At this location, LOS “F” will occur on the minor road approach (Clay St.) due to the significant increase in traffic volume on 4<sup>th</sup> St. (US Highway 30).

With regard to future traffic operations, there will be no roadway segment deficiencies other than the existing deficiency between Lanark Rd. and Ovid Corner. Additional turn lane needs will occur at several intersections in the Bear Lake area and the city of Paris.

Future safety deficiencies were not analyzed because there is no reliable method for forecasting safety conditions.

Very few additional roadway geometric or bridge width deficiencies were identified for future conditions. Those identified were:

- Shoulder width deficiency between Creamery Rd. and Lanark; and
- Width deficiencies for the intersecting minor road at Bloomington Canyon Rd., Fish Haven Cemetery Rd., and Lakeside Dr.

The existing need for some type of bicycle facility along the corridor may be expected to increase in the future with the growth in recreational development in the Bear Lake area and the general increase in popularity of US 89 as a recreational bicycling route.

Additional pedestrian facility needs will be related to the specific location of future attractors, such as retail development or recreational facilities, and the proximity of surrounding residential development. Where attractors and residential development of sufficient size are located within ¼ mile of one another, additional pedestrian facilities will be required.

No future deficiencies were identified for the other transportation modes.

## **Land Use and Environmental Conditions**

The existing land use within the corridor study area is predominantly agricultural, with several small communities located along the highway. The corridor segment from the Idaho-Utah state line north to Fish Haven consists primarily of single-family residential uses, most of which are vacation homes. Most of the houses are on the west side of US 89 and are a part of the Bear Lake West development. The lake (east) side of the highway has single-family residential houses with direct access onto US 89 and also

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includes private beach/boat access facilities for the vacation home developments. The unincorporated area of Fish Haven is the community center with some commercial services available such as a post office, store, and deli. The post office has relocated since the corridor study began.

The segment between Fish Haven and Ovid Corner includes the communities of St. Charles, Bloomington, and Paris. All of these communities have a population of less than 600, with mostly single-family houses dispersed on larger lots and limited commercial development. Paris is also the county seat. The areas between these communities are a mixture of farmland and wetlands on both sides of the highway, with an occasional homestead. Many of the homesteads have direct access to the highway. The agricultural uses are primarily livestock grazing and hay production.

The segment from Ovid to Montpelier is similar in character. Ovid is a small, unincorporated community located at the junction of State Highway (SH) 36 and US 89. The Jensen Lumber Company is located on the east side of the highway, on the inside portion of the Ovid curve. The first portion of the segment between Ovid at Milepost (MP) 20.00 and MP 23.00 is predominantly wetlands that are used for grazing and pasture land. The area from MP 23.00 to the outskirts of Montpelier (MP 25.00) includes a mixture of pasture land, farm homesteads, and dispersed light industrial uses.

Montpelier is the largest city and commercial center of Bear Lake County. The 2000 Census population was 2,785 people. The area to the west of the railroad overpass includes a mix of dispersed light industrial uses. To the east of the overpass is the historic commercial main street, which includes shops, services, restaurants, a gas station, and movie theater. At 4<sup>th</sup> Street (US 30), US 89 merges with US 30 (4<sup>th</sup> Street) for a short segment, before turning east again at Clay Street and heading east into Montpelier Canyon and to Wyoming. The Oregon Trail Museum is located at the US30/US89 junction at Clay Street.

In addition to the local land uses, US 89 is influenced by externally generated traffic. US 89 links Salt Lake City and Logan, Utah to Jackson, Wyoming. Salt Lake City airport is the closest major international airport to Yellowstone National Park. Consequently, US 89 serves as a major corridor for tour buses, especially during the summer season.

Bear Lake is also a major recreation area for the Salt Lake City region. Currently, the peak period is during the summer when visitors enjoy the lake, water recreation and other outdoor activities. The area is also experiencing increasing popularity during the winter, with snowmobiling as the primary attraction.

For the purpose of the travel forecast, a 2025 forecast of future housing units and employment was prepared. The future housing unit forecast is based on recent building permit trends, as reported by the Bear Lake Regional Commission. The average number

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of new housing units per year was projected to 2025. The new housing units were then divided into seasonal (vacation homes) and non-seasonal (permanent residents). This forecast resulted in 1,407 new permanent residents in 2025. The new housing units were distributed along the US 89 corridor. The result was that most of the new growth will occur along the west side of Bear Lake, with only marginal growth in the other communities along the corridor.

The future employment forecast was based on the *1999 Employment Profile of Bear Lake County* prepared by the US Bureau of Economic Analysis, which distributes jobs by employment sector. The employment sectors were consolidated into retail and non-retail categories. The employment totals were divided by the number of housing units to determine the number of jobs per housing unit for each category. The future housing units from the housing forecast were multiplied by the jobs per unit rates to obtain total future employment by category. The retail employment total was distributed based largely on existing retail locations and future locations identified in the *Bear Lake County Comprehensive Plan 2025*. The non-retail jobs were distributed throughout Bear Lake County.

The review of environmental conditions included the development of a socioeconomic profile and an environmental scan. The socioeconomic profile was based on the 2000 Census, and includes information on population, race and gender, households and housing units, and income and employment characteristics. The population of Bear Lake County grew to 6,411 in 2000, gaining 327 residents during the 1990s, which is a significantly slower growth rate than the State of Idaho. Bloomington was the only city to keep pace with statewide growth, while Paris and St. Charles lost population.

Nearly 65 percent of the employment in Bear Lake County is concentrated in four sectors. Education, health and social services make up 19.4% of the employment, which is expected considering the school district and hospital are two of the largest employers in the county. Manufacturing (16.6 percent), retail (15.9 percent), and agriculture (12.9 percent) are the other three major employment sectors.

Bear Lake County's median household income is less than the statewide median, primarily because of slightly higher proportions of middle income households (\$10,000 - \$49,999) and lower proportions in the upper income brackets (\$75,000+).

The purpose of the environmental scan was to characterize existing environmental conditions and determine whether there are significant environmental resources that could influence transportation improvement options considered as part of the corridor plan. Resources were inventoried within one-half mile on either side of the highway.

Water is an important resource for the US 89 corridor. Most of the agriculture and ranching depends on irrigation. Water resources within the US 89 corridor include Bear

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Lake, the Bear River, and several tributaries to Bear Lake and the Bear River. Bear Lake is located at the southern end of the highway corridor and extends south into Utah. It is approximately 20 miles long and 8 miles wide and comprising 70,000 acres, of which 32,000 acres are located in Bear Lake County. The Bear River crosses the US 89 corridor at MP 23.34, just east of the Bear Lake Outlet crossing at MP 22.68, between Ovid and Montpelier. Several tributaries to Bear Lake and the Bear River cross US 89 within the corridor study area. Each of the creeks have adjacent riparian areas which are flood prone areas as they cross the highway corridor.

Wetlands are a major feature of the Bear Lake Valley. The field reconnaissance noted extensive areas of wetlands and marshes. These wetlands are located primarily along the eastside of the corridor between Fish Haven and Ovid; and on both sides of the corridor from Ovid to Montpelier. The National Wetlands Inventory conducted by the US Fish and Wildlife Service identified approximately 5,950 acres of wetlands and open water out of 17,440 acres within the US 89 corridor study area. The following wetland functions and values could be impacted by highway improvement projects within the corridor: habitat for fish and wildlife, ground water discharge, flood storage, shoreline anchoring and dissipation of erosive forces, nutrient retention, and sediment trapping.

The Idaho Department of Fish and Game and the US Fish and Wildlife Service (USFWS) were consulted regarding wildlife, birds and fish habitat, as well as species of concern. Deer, elk, and moose are present along the US 89 corridor, especially during winter. Quality wildlife habitat is found all along the wetland areas associated with Bear Lake. The habitat is primarily for birds and fish. The Bear Lake National Wildlife Refuge is an 18,000-acre refuge managed by the USFWS. It provides habitat for 20 species of waterfowl and 34 water birds and shore birds. Bear Lake, the Bear River, and associated tributaries are managed to provide sport fishing opportunities. Within the Bear Lake tributaries, the Bonneville cutthroat trout is designated as a species of concern. Other special status species within the corridor area include the gray wolf, Canada lynx, bald eagle, and trumpeter swan.

The environmental scan for historical, archaeological, and cultural resources consisted of both records research and field reconnaissance to provide preliminary identification of potential resources along the highway corridor. The scan identified historical resources in Fish Haven (Anna Nielsen Scofield House) and St. Charles (The Wilhemina Nelson House and Cabins), as well as Montpelier (the Montpelier Historic District). Cultural or archeological resources were identified in Paris (the Paris Multiple Resource Area, including the Paris Tabernacle) and Ovid.

Identification of potential hazardous or environmentally contaminated sites along the US 89 corridor consisted of a review of public records and a field reconnaissance to identify fuel stations, pipelines, and industrial uses that have the potential to use, store, or

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generate hazardous materials as part of their on-going operations. The review identified several sites with leaking underground storage tanks in Paris and Montpelier.